

State of California  
Business, Transportation & Housing Agency  
Department of Transportation

Prepared by:  
Gary Winters  
Chief  
Division of Environmental Analysis

ENVIRONMENTAL MATTERS  
  
10-SJ-4, KP 13.0/23.0 (PM 8.1/14.3)  
Action Item

CTC Meeting: October 3, 2002

Reference No.: 2.2c.(10)

*Original Signed By:*  
ROBERT L. GARCIA  
Chief Financial Officer  
October 1, 2002

**APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING  
TO REHABILITATE ROADWAY AND CONSTRUCT IMPROVEMENTS IN THE COUNTY  
OF SAN JOAQUIN, NEAR THE CITY OF STOCKTON**

**RESOLUTION E-02-52**

**SUMMARY AND CONCLUSIONS**

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration has been completed:

- Route 4 in San Joaquin County – Rehabilitate roadway and construct improvements near the City of Stockton.

The project is programmed in the 2002 State Highway Operation and Protection Program (SHOPP) for \$1,731,000 for Project Development Support, \$378,000 for Right of Way capital and \$6,656,000 for construction. Total project cost is \$8,765,000.

The Negative Declaration and supporting Initial Study has been transmitted to California Transportation Commission staff.

The Department of Transportation has approved the project for construction. This approval and the resulting filing of the Notice of Determination with the Office of Planning and Research will satisfy the environmental requirements for this stage of the project planning process.

**RECOMMENDATION**

The Department recommends that the California Transportation Commission, as a responsible agency, approve the attached Resolution E-02-52.

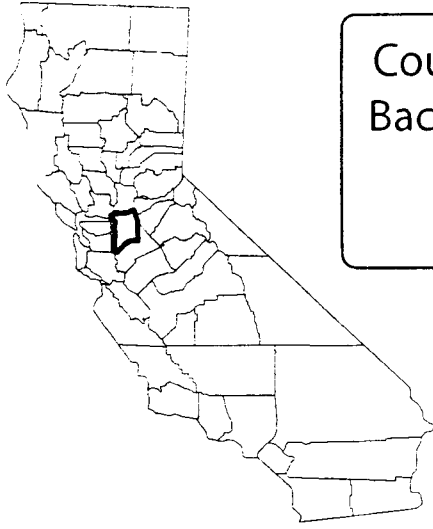
Attachment

## **CALIFORNIA TRANSPORTATION COMMISSION**

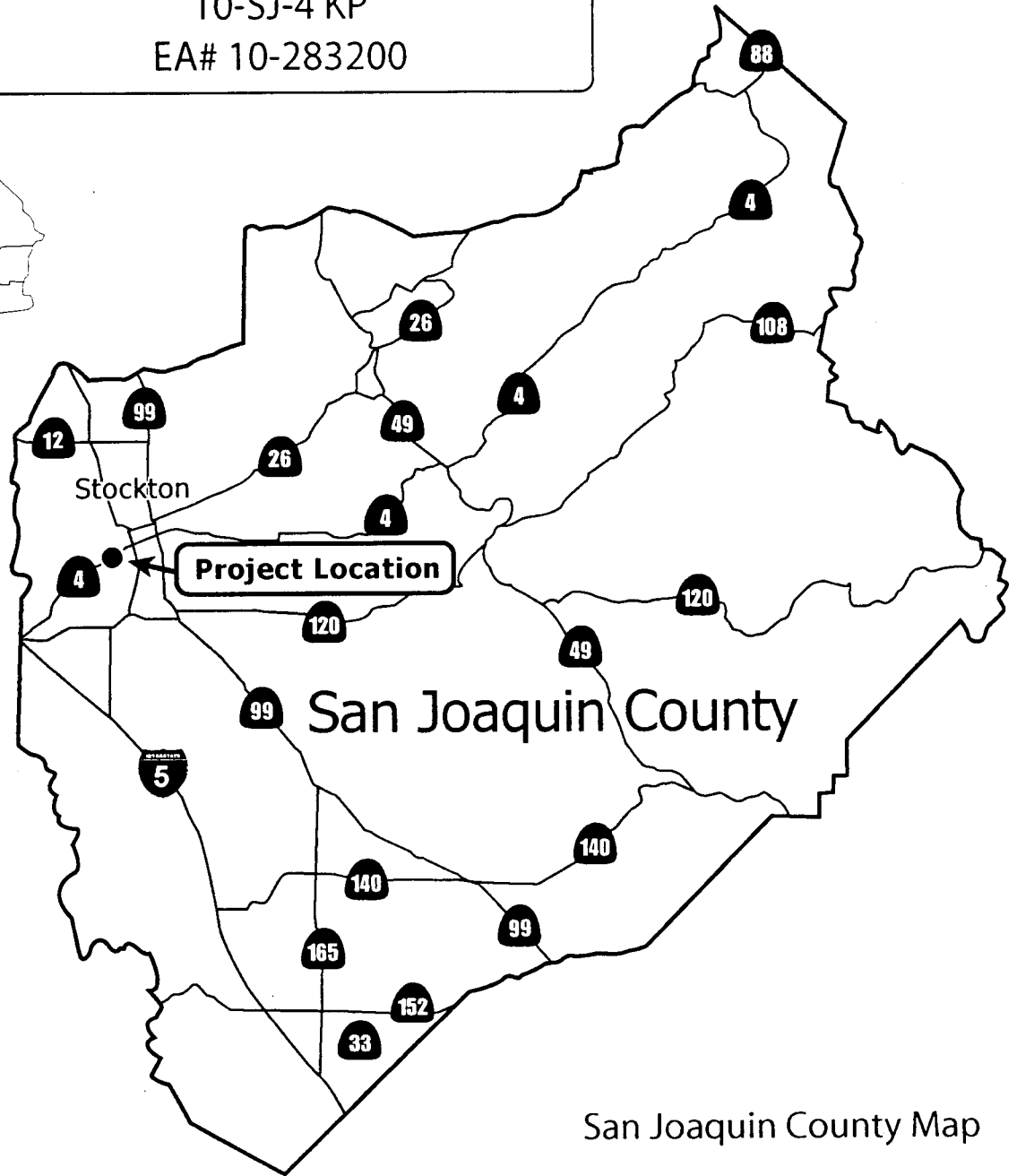
### **Resolution for Future Consideration of Funding 10-SJ-4, KP 13.0/23.0 (PM 8.1/14.3)**

#### **Resolution E-02-52**

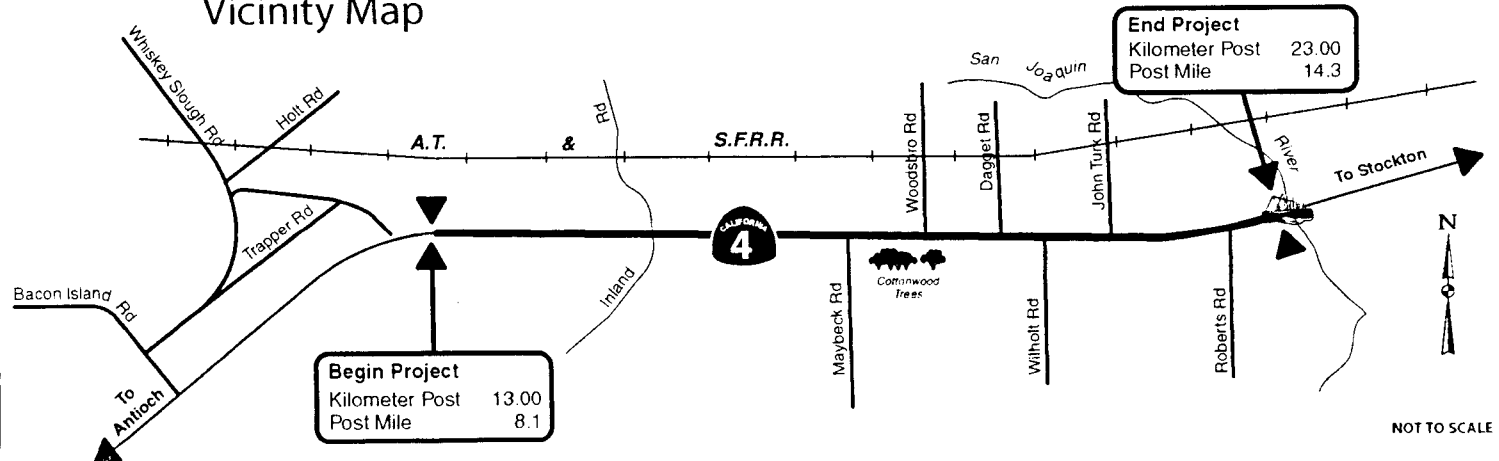
- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration in compliance with the California Environmental Quality Act, the CEQA Guidelines, and the California Transportation Commission Environmental Regulations for the following project:
- Route 4 in San Joaquin County – Rehabilitate roadway and construct improvements near the City of Stockton.
- 1.2 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.3 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project.



County, Location, and Vicinity Map  
Bacon Island Rehabilitation Project  
10-SJ-4 KP  
EA# 10-283200



Vicinity Map



**DEPARTMENT OF TRANSPORTATION**

2015 E. Shields, Suite 100

Fresno, CA 93726

Telephone: (559) 243-8190

Fax: (559) 243-8220

TDD: (559) 488-4066

**SUMMARY**

EA 10-283200

The California Department of Transportation and Federal Highway Administration propose to repair and overlay pavement and improve associated drainage facilities on State Route 4 in San Joaquin County, from approximately 0.2 kilometers (.12 miles) east of Bacon Island Road to the approach railings of the San Joaquin River Bridge. This is the stretch of road from kilometer post 13.0 (post mile 8.1) to kilometer post 23.0 (post mile 14.3). Existing shoulders would be widened to the current standard of 2.4 meters (8 feet), and rumble strips (continuous indentations in the pavement designed to alert motorists of approaching shoulders) would be installed. Intersections along State Route 4 would be upgraded to current standards with safety lighting and left-turn lanes added at Inland Drive and Maybeck, Woodsbro, Daggett, Wilholt roads.

Six environmental technical studies were completed for this project: a Natural Environment Study, Historic Property Survey Report, Location Hydraulic Study/Floodplain Evaluation, Initial Site Assessment/Preliminary Site Inspection for hazardous waste, Water Quality Analysis and a Farmland Impact Assessment.

The results of these studies found no major environmental impacts, but indicated the following provisions must be followed:

- No work must take place between March 1 and September 15 within .80 kilometer (½ mile) of the cottonwood tree located at kilometer post 19.24 (post mile 11.95) because of a Swainson's Hawk nest there.
- Measures to prevent the nesting of cliff swallows must be followed in accordance with the Environmental Document if swallows are observed near the culvert at kilometer post 18.11 (post mile 11.25). Cliff swallow nesting season is between March 1 and August 31.
- No disturbance of burrowing owl nesting sites must occur within 75 meters (250 feet) during breeding season (February 1 through August 31) or 50 meters (165 feet) during the non-breeding season (September 1 through January 31).
- Preconstruction surveys to determine the presence of Western Pond Turtles must occur no less than 14 days and no more than 30 days before construction.
- Measures to minimize impact to Giant Garter Snake shall be implemented in accordance with Appendix D of the Environmental Document.
- Best Management Practices would be required for aerially deposited lead.

- Best Management Practices would be required to maintain water quality.
- Native American monitoring would be required during construction.

Permits and agreements that could be required for this project include:

California Department of Fish and Game — 1601 Streambed Alteration Permit

U.S. Army Corps of Engineers — #404 Permit

Regional Water Quality Control Board — Water Quality Certification and

National Pollutant Discharge Elimination System Permit

Two build alternatives were considered for this project. The second build alternative offered fewer intersection improvements. Because of the numerous accidents caused by improper turns along this segment of State Route 4, the second build alternative was rejected for safety reasons.

The No Build Alternative would keep the roadway as it is and would not improve safety conditions along the route or halt deterioration of the roadway surface.